TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda
THURSDAY, MARCH 12, 2015

9:00 A.M. to 11:30 A.M.

Pleasant Hill City Hall – Community Room
100 Gregory Lane, Pleasant Hill

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion, or other indication that action will be taken is included on the agenda or attachments thereto.

1. Convene Meeting/Pledge of Allegiance/Self-Introductions

2. Public Comment: At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments.

3. Approval of February 12, 2015 TRANSPAC Meeting Minutes

ACTION: Approve minutes and/or as revised/determined.

Attachment: February 12, 2015 TRANSPAC minutes

4. Selection of TRANSPAC Chair and Vice Chair for 2015

ACTION: Select Chair and Vice Chair for 2015.

5. Presentation of I-680 Corridor System Management Plan (CSMP) Operations Modeling Results. Caltrans began work on the I-680 CSMP in 2012, and has recently completed the operations modeling component of the plan using Partners for Advanced Transportation Technology (Berkeley-PATH) developed Tool for Operations Planning (TOPL). Results of the operational scenarios, which include ramp metering and express lanes in the corridor, among other improvements, will be presented.

ACTION: Information Only

Attachments: I-680 Corridor System Management Plan (CSMP) staff report (from February TCC) and Executive Summary **(electronic only)**.

Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County
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6. **Appointment of TRANSPAC Representatives to Serve on the I-680 Transit Investment/Congestion Relief Options Study Oversight Committees**. CCTA is kicking off the I-680 Transit Investment/Congestion Relief Options Study. This six-month study will evaluate transit alternatives along the I-680 corridor. The study area covers I-680 from the Benicia Martinez Bridge to the north, to SR 84 to the south. CCTA seeks appointments of TRANSPAC elected officials (one per jurisdiction) and TAC members (one per jurisdiction) to serve on the committees that will guide the study. Two committees are proposed: 1) a Policy Advisory Committee (PAC) that will provide policy guidance for the study; and 2) a Technical Advisory Committee (TAC) that will provide technical guidance for the study. Each committee will include members of TRANSPAC, SWAT, and TVTC as appropriate. The TAC will also include representatives from the transit operators and Caltrans.

ACTION: Appoint TRANSPAC Representatives to the proposed I-680 Transit Investment/Congestion Relief Options Study Oversight PAC and TAC, as appropriate.

7. **Safe Routes to School Technical Assistance.** CCTA asked each RTPC to prioritize a list of school-related projects to be funded from funding currently available from CCTA. Central County's allocation amount is $31,200, however the list does not need to be financially constrained, as CCTA is hopeful that additional funds may become available in upcoming funding cycles.

   At its meeting on February 26, the TAC considered the requests that had been submitted and recommended that each jurisdiction be allocated $7,800 of the total identified $31,200, eliminated the 511 Contra Costa Street Smarts item from the list since it could consider other sources, and determined that should additional funds become available they could be used as well.

ACTION: Approve the TAC recommendation and forward the list to the CCTA for funding.

Attachments: Safe Routes to School Technical Assistance requests from Concord (Silverwood Elementary); Contra Costa County (Park Mead Elementary/Dorris-Eaton School); Pleasant Hill (Valley View Middle School/College Park High School); and Walnut Creek (Walnut Creek Intermediate/Walnut Heights/Las Lomas High School).

8. **Caltrans Update for the Closure of the Southbound I-680 Marina Boulevard Off-ramp in Martinez**

ACTION: Information Item

9. **TRANSPAC CCTA Representative Reports:** Reports on the February and March CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meeting (Members Pierce and Durant).

ACTION: Accept report(s) and/or as determined.

10. CCTA Executive Director's Report Regarding Authority Actions/Discussion Items

Attachment: Executive Director's Report dated February 18, 2015.

11. TAC Oral Reports by Jurisdiction: Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.

ACTION: Accept report(s) and/or as determined.

12. Agency and Committee Reports, if available:

- TRANSPAC February 17, 2015 status letter to Randell Iwasaki, CCTA
- TRANSPLAN
- SWAT
- WCCTAC
- County Connection – Fixed Route and LINK reports may be downloaded at: http://cccta.org/public-meetings/agendas/os-february-2015

- CCTA Project Status Report may be downloaded at: http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf

- The CCTA Board agenda for the February 18, 2015 meeting may be downloaded at: http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=404

- CCTA Administration & Projects Committee (APC) agenda for the March 5, 2015 meeting may be downloaded at: http://ccta.granicus.com/MetaViewer.php?view_id=1&event_id=344&meta_id=9421

- CCTA Planning Committee agenda for the March 4, 2015 meeting may be downloaded at: http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=563

13. For the Good of the Order

14. Adjourn/Next Meeting. The next meeting is scheduled for April 9, 2015 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

TRANSPAC Meeting Summary Minutes

MEETING DATE:	February 12, 2015
ELECTED OFFICIALS PRESENT:	Mark Ross, Martinez (Chair); Loella Haskew, Walnut Creek (Vice Chair); Julie Pierce, Clayton, CCTA Representative; David Durant, Pleasant Hill, CCTA Representative; Ron Leone, Concord; and Karen Mitchoff, Contra Costa County
PLANNING COMMISSIONERS PRESENT:	John Mercurio, Concord; and Bob Pickett, Walnut Creek
STAFF PRESENT:	Laramie Bowron, County Connection; John Cunningham, Contra Costa County; Corinne Dutra-Roberts, 511 Contra Costa; Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Tim Tucker, Martinez
GUESTS/PRESENTERS:	Edi Birsan, Board Alternate, Concord; Andrew Murray, Assistant City Manager, Pleasant Hill; Mala Subramanian, Best Best & Krieger
MINUTES PREPARED BY:	Anita Tucci-Smith

1. Convene Meeting/Pledge of Allegiance/Self Introductions

The meeting was convened at 9:00 A.M. by Chair Mark Ross, who led the Pledge of Allegiance. Self-introductions followed.

2. Public Comment

There were no comments from the public.

Director Pierce added an urgency item to the agenda from the City of Martinez that had arisen after the posting of the meeting agenda and which needed to be considered by the TRANSPAC Board.

On motion by Director Pierce, seconded by Director Mitchoff to add an urgency item to the meeting agenda to amend the TRANSPAC "Proposal for Adoption" Action Plan that TRANSPAC had approved on December 11, 2014, carried by the following vote:

Ayes:	**Durant, Haskew, Leone, Mercurio, Mitchoff, Pickett, Pierce, Ross**
Noes:	**None**
Abstain:	**None**
Absent:	**Richardson, Stewart, Vavrek**

3. Consider an Amendment to the TRANSPAC "Proposal for Adoption" Action Plan that the TRANSPAC Board had approved on December 11, 2014, and Forward to the Authority for Incorporation into the Final Comprehensive Transportation Plan (CTP)

Tim Tucker reported that the cities of Richmond, Hercules, Martinez, and Antioch had been working for some time to bring ferry service back to Contra Costa County and to date only Richmond had been successful in doing that. He explained that the Mayor and City Manager of Martinez had recently met with Contra Costa Transportation Authority (CCTA) staff to continue the discussion of bringing ferry service to Martinez and Central County given that ferry service would offer economic benefits and provide some relief to the strained freeway systems in the area. To that end, the City of Martinez proposed inserts to the Action Plan that had been approved by the TRANSPAC Board in December. It was clarified that this month was the deadline for the CCTA's approval of the CTP.

While the request had not been submitted to the TAC, Mr. Tucker stated he had forwarded the request to TAC members who were supportive of the amendments. Changes were requested to four sections of the Action Plan. The first requested change was to the fourth tenet under Section 3. Region-Wide Issues, Goals and Actions: *TRANSPAC supports the enhancement and expansion of alternates to single-occupant vehicles to improve mobility choices including ferry service, transit, bicycle and pedestrian facilities.*

The second requested change was to the fifth bullet under Section 3.1 Completed Transportation Improvements in Central County: *Ferry system collaboration with other agencies. TRANSPAC will continue to work with WETA* [Water Emergency Transportation Authority]*, MTC* [Metropolitan Transportation Commission]*, and the cities of Richmond and Antioch and other shoreline stakeholders to pursue funding for the coordination and construction of ferry terminals and the purchase, operation and maintenance of ferry service between Contra Costa County and San Francisco.*

The third requested change was under Transit Availability to modify the first sentence as follows: *TRANSPAC continues to study and develop strategies and support projects to improve service and convenience for transit users in collaboration with WETA, County Connection, BART, and the other transit agencies serving Central County.*

The fourth requested change was to Goal 2 under Section 3.3 Goals and Actions, Item 2-I: *Support the extension of ferry service to and from San Francisco and Contra Costa County.*

On motion by Director Pierce, seconded by Director Durant to amend the previously approved TRANSPAC "Proposal for Adoption" Action Plan, with the four changes requested by the City of Martinez, and forward the amended "Proposal for Adoption" Action Plan dated February 12, 2015 to the Authority for incorporation into the Final Comprehensive Transportation Plan (CTP), carried by the following vote:

Ayes:	**Durant, Haskew, Leone, Mercurio, Mitchoff, Pickett, Pierce, Ross**
Noes:	**None**
Abstain:	**None**
Absent:	**Richardson, Stewart, Vavrek**

CONSENT AGENDA

4. Approval of December 11, 2014 TRANSPAC Minutes

On motion by Director Mitchoff, seconded by Director Haskew, to adopt the Consent Agenda, as submitted, carried by the following vote:

Ayes: **Durant, Haskew, Leone, Mercurio, Mitchoff, Pickett, Pierce, Ross**
Noes: **None**
Abstain: **None**
Absent: **Richardson, Stewart, Vavrek**

END OF CONSENT AGENDA

5. Status of CalPERS Contracting Process and Required Documents to Continue that Process:

a) Consideration of TRANSPAC Bylaws;
b) Consideration of Resolution No. 2015-1 Adopting the TRANSPAC Conflict of Interest Code;
c) Proposed Retirement Benefit Package for TRANSPAC Employees

Mala Subramanian, Best Best & Krieger, presented three items for the Board's consideration which had all been predicated by CalPERS as part of the Joint Powers Authority (JPA) application process. She characterized the proposed Bylaws as simple bylaws that had been prepared in conformance with the JPA; explained that the Conflict of Interest Code was required by law and a model form had been used; and reported that the benefits package would require Board feedback to allow a required New Agency Questionnaire to be filled out to get the actuarial processed.

Given the multi-jurisdictional body, Ms. Subramanian stated that the Board's action would be forwarded to Contra Costa County for adoption, and once adopted would be sent to PERS so that the application could be completed.

Director Pierce recommended that Section 1.1 Purpose under Article I define the composition of the Board in that the JPA consisted of the cities and the County, and elected officials comprised the Board. She noted that there were inconsistent references to Chair and President, which was incorrect, and suggested that the name of the director be clarified. By consensus, the director would be defined as a *Managing Director* in the JPA.

Director Mitchoff recommended the insertion of a new paragraph under Article II to define the Board.

A correction under Section 2.4 Meetings was recommended for the reference to Central Contra Costa County.

On motion by Director Mitchoff, seconded by Director Pierce to adopt the TRANSPAC Bylaws as amended, carried by the following vote:

Ayes: **Durant, Haskew, Leone, Mercurio, Mitchoff, Pickett, Pierce, Ross**
Noes: **None**
Abstain: **None**
Absent: **Richardson, Stewart, Vavrek**

Speaking to the conflict-of-interest code, Ms. Subramanian explained that the reference to Clerk of the Board could be changed to "Secretary" or "Managing Director or designee." She noted that other details such as office location would depend on who was selected as the Managing Director.

On motion by Director Mitchoff, seconded by Director Pierce to adopt Resolution No. 2015-1 adopting the Conflict of Interest Code of the Central Contra Costa Transportation/Land Use Partnership ("TRANSPAC") and directing that such Code be submitted to the Contra Costa County Board of Supervisors as Authority's code-reviewing body (Government Code § 82011) requesting approval of the Code as required under Government Code § 87303, carried by the following vote:

Ayes: **Durant, Haskew, Leone, Mercurio, Mitchoff, Pickett, Pierce, Ross**
Noes: **None**
Abstain: **None**
Absent: **Richardson, Stewart, Vavrek**

Ms. Subramanian presented the proposed Retirement Benefit Package and advised with respect to classic member employees that TRANSPAC must continue the same two classic member tiers available to those employees under the City of Pleasant Hill's contract. She advised of three optional benefits identified as 1959 Survivor Benefit Level 4; Prior Service benefit; and the Golden Handshake benefit.

Andrew Murray, Assistant City Manager, City of Pleasant Hill, described the optional benefits and commented that there would likely not be a large pool of employees who could qualify for a Prior Service benefit, although it could be relevant.

Director Mitchoff objected to the Golden Handshake benefit and others agreed. There was a general consensus to eliminate that optional benefit and retain the other two.

On motion by Director Pierce, seconded by Director Durant to authorize staff and legal counsel to pursue the Retirement Benefit Package for TRANSPAC Employees with the elimination of the Golden Handshake option, carried by the following vote:

Ayes: **Durant, Haskew, Leone, Mercurio, Mitchoff, Pickett, Pierce, Ross**
Noes: **None**
Abstain: **None**
Absent: **Richardson, Stewart, Vavrek**

Director Pierce verified with Mr. Murray that an answer from CalPERS was expected in three months and that all employees would be transferred over to the JPA by the beginning of July 2015.

Director Durant reported that the application to CalPERS should be approved by February 19, with final resolution expected by June 21, for a contract to be effective the first pay period after June 21, 2015. As such, everything would need to be approved by June 21, 2015. Given the timeline and the potential need for special meetings, he asked everyone to block the fourth Thursday of each month through June to allow a special meeting, if necessary.

6. Consider the One-time Use of Measure J, Line 20a Funds for the Senior Mini Bus Program in the City of Walnut Creek

Director Pierce referred to the report from the City of Walnut Creek for its Senior Mini Bus Program and expressed concern that 75 total rides had been shown for the month of December with none shown for the last three weeks in December.

Jeremy Lochirco advised that he would clarify the ridership. He reported that the cost of the program was 100 percent volunteer based, staffed through senior volunteers who drove the van, with primarily program costs for staff and operating costs for vehicle maintenance and replacement.

Director Pierce verified that the cost of ridership was nearly $20 per ride. She suggested potentially looking for a more efficient method.

Chair Ross asked for a follow-up to clarify the lack of ridership for the last three weeks of December.

ACTION: On motion by Director Haskew, seconded by Director Pierce to approve the one-time use of $43,000 from Measure J Line 20a funds for the Senior Mini Bus Program in the City of Walnut Creek, carried by the following vote:

Ayes:	**Durant, Haskew, Leone, Mercurio, Mitchoff, Pickett, Pierce, Ross**
Noes:	**None**
Abstain:	**None**
Absent:	**Richardson, Stewart, Vavrek**

7. Review and Comment on Preliminary Scope of Work for the I-680 High Capacity Transit Study: CCTA proposes to conduct a study of congestion relief options for the I-680 corridor, including improved transit options such as express bus, light rail, and BART. The study will also examine new transit technologies. The study will be performed by DKS Associates during the next six months, and will be funded by CCTA. The study will include building upon previous studies, such as the I-680 Investment Options Analysis conducted in 2003. CCTA seeks TRANSPAC TAC review of the proposed scope of work as soon as possible so that the study schedule can be accelerated.

Director Pierce reported that the CCTA Board had considered the item and she had no problem with the proposed study. Given the concerns from the TAC, she asked if TAC members comments at this time.

In a review of each bulleted item of concern, Director Pierce explained that the CCTA had indicated that parallel arterials would also need to remain clear, that presentations would be made to jurisdictions, and the Board would consider other options besides transit to alleviate future congestion and accommodate other options in a fully interactive process.

Director Pierce clarified that the study had been in response to the CTP outreach which had elicited many comments given that people in this region wanted a connection between Pleasant Hill and Dublin. The point of the proposal was to see if there was something that could be done with the existing infrastructure or with minor additions given that there was no more right of way through the corridor, and to consider new technologies to build upon the existing infrastructure to create some options. The study would consider everything from very simple express bus programs to the possibilities of a light rail or some kind of BART type service that could provide direct links.

When asked by Tim Tucker if the study would consider service to the Pacheco Transit Hub, Director Pierce stated it would and probably would go on to Solano, evaluating the entire corridor given that a lot of the flow through traffic came across the Benicia Bridge and across Contra Costa County to Alameda and beyond. She noted that ten years ago 70 percent of workers commuted outside Contra Costa County for work, although now over 60 percent remained in the County, which created local congestion, which was the intent of the study.

8. Discussion of the TAC's Comments Regarding the Preliminary Scope of Work for the I-680 High Capacity Transit Study and Consider Approval of Draft Letter to Forward Those Comments to Martin Engelmann, Deputy Director, Planning, CCTA

Director Mitchoff suggested the letter should be sent to the Chair of the CCTA Board and be signed by the TRANSPAC Chair.

Director Durant requested that the letter indicate that the TRANSPAC Board had discussed the TAC's comments and encouraged their consideration by the CCTA Board.

ACTION: On motion by Director Durant, seconded by Director Pierce to redraft the letter with the TAC's comments regarding the Preliminary Scope of Work for the I-680 High Capacity Transit Study and forward the letter to the Chair of the CCTA Board, to be signed by the TRANSPAC Chair, carried by the following vote:

Ayes:	**Durant, Haskew, Leone, Mercurio, Mitchoff, Pickett, Pierce, Ross**
Noes:	**None**
Abstain:	**None**
Absent:	**Richardson, Stewart, Vavrek**

9. TRANSPAC CCTA Representative Reports

Director Pierce provided a report from the February 5 Administration and Projects Committee meeting when, among other things, annual Measure J Compliance Audits for the Fiscal Year ending June 30, 2014 had been accepted and a Legislative Update had been provided.

Director Pierce added that the execution of an agreement with the East Contra Costa County Habitat Conservancy for the SR4/Balfour Road Interchange Project had been authorized; and there had been a discussion of the Hercules Rail Station Project and whether the CCTA would be managing that project.

Director Durant reported on the February 4 Planning Committee meeting which consisted primarily of consent items along with an authorization to execute a Cooperative Agreement with WETA to initiate ferry service between Richmond and San Francisco; approved an agreement with DKS Associates to perform the I-680 Transit Investment/Congestion Relief Options Study; and approved modifications to the proposed Visions, Goals, and Strategies to the CTP.

10. CCTA Executive Director's Report Regarding Authority Actions/Discussion Items

The letter from Randell H. Iwasaki dated January 21, 2015 had been included in the Board packet.

11. Items Approved by the Authority for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest

The letter from Randell H. Iwasaki dated January 22, 2015 had been included in the Board packet.

12. TAC Oral Reports by Jurisdiction: Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.

There were no reports.

13. Agency and Committee Reports

Edi Birsan advised of the Master Developer presentations to the Concord City Council for the Concord Naval Weapons Station (CNWS), and explained that the current three master developers would be whittled down to one by the end of June. He reported that all three plans were expected to start in 2017; all three would have massive impact on transportation on Highway 4 and the BART station, and on all adjacent communities. He explained that the proposals were available on line, stated that the Reuse Plan called for 28,000 units over 25 years, and that all plans would produce a 10,000 to 12,000 population in the CNWS in the next ten years.

Director Pierce recommended that Michael Wright, Executive Director, Local Reuse Authority, be invited to offer TRANSPAC an update when the final developer had been selected.

14. For the Good of the Order

There were no comments.

15. Adjourn/Next Meeting.

The meeting was adjourned at 9:50 A.M. The next meeting is scheduled for March 12, 2014 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

CONTRA COSTA transportation authority

Technical Coordinating Committee ***STAFF REPORT***

Meeting Date: February 19, 2015

Subject	**Presentation of I-680 Corridor System Management Plan (CSMP) Operations Modeling Results**
Summary of Issues	Caltrans began work on the I-680 CSMP in 2012, and has recently completed the operations modeling component of the plan using the Partners for Advanced Transportation Technology (Berkeley-PATH) developed Tool for Operations Planning (TOPL). Results of the operational scenarios, which include ramp metering and express lanes in the corridor, among other improvements, will be presented.
Recommendations	None – Information only
Financial Implications	Operations analysis could assist in prioritizing future corridor investments.
Options	N/A
Attachments	**A.** Executive Summary, I-680 Corridor System Management Plan
Changes from Committee	

Background

The development of the I-680 CSMP began in February 2012. CSMPs were first introduced on corridors receiving funding from the voter-approved Proposition IB funds, with I-80 (I-80 ICM), SR-4 (SR-4 East Widening) and SR-24 (Caldecott 4th Bore) being part of the "first generation" of these corridor plans. These early CSMPs focused on measuring freeway performance, and developing recommendations to preserve the Proposition 1B investment. In 2011, the Authority was approached by Caltrans District 4 staff with the possibility of having the portion of I-680 in Contra Costa being the subject of a pilot program for the "next generation" of CSMPs. Recognizing the changing planning environment under SB 375 and AB 32, Caltrans decided to demonstrate a multi-modal approach to their CSMP corridor analysis by integrating

newly adopted State planning elements, while also using this effort as an opportunity to test a new operations analysis tool to replace the no-longer-supported FREQ software package.

The "Next Generation" CSMPs

The goal of the second generation of CSMPs was to build on the successes of previous CSMPs, which included a detailed assessment of current, short-term and longer-term conditions in the corridor, and development of improvement "scenarios" – while incorporating the following three new elements:

- **Smart Mobility Framework (SMF) –** The Caltrans SMF aims to improve the movement of people and freight while enhancing California's economic, environmental, and human resources. This CSMP includes a pilot evaluation of the corridor to identify opportunities to meet the priorities and values of Smart Mobility.

- **Complete Streets Analysis –** The I-680 CSMP includes a Complete Streets Analysis of the corridor to identify opportunities to make Complete Streets a routine part of Caltrans' system planning. To meet the California Complete Streets Act of 2008, Caltrans adopted Deputy Directive-64-R1, Complete Streets-Integrating the Transportation System 2008 to provide for the safe mobility for all users appropriate to the function and context of facilities on the State Highway System.

- **Tools for Operational Planning (TOPL) –** This CSMP effort is the first major demonstration of the TOPL tool developed by Berkeley-PATH at the University of California, Berkeley. In collaboration with the Caltrans District 4 Division of Traffic Operations, the TOPL analytical package was designed to provide quick quantitative assessments of congestion relief strategies for freeways and urban arterials. This will allow planners and engineers to better test system operational improvements to benefit travelers. The ultimate goal is to replace the often used FREQ tool, which is no longer being supported by its developer.

I-680 CSMP Development

Kicking off in early 2012, the I-680 CSMP process began by establishing a staff working group, composed of staff from Caltrans District 4, Caltrans Headquarters, Contra Costa Transportation Authority (CCTA), Metropolitan Transportation Commission (MTC), and the consultant team selected for the effort; System Metrics Group, Berkeley-PATH, Kittelson Associates, and Nelson Nygaard, which met monthly to guide the CSMP development. A Technical Advisory Committee

(TAC) was also established, composed of local jurisdiction and transit agency staff from the Southwest Area Transportation Committee (SWAT) and the Transportation Partnership and Cooperation (TRANSPAC) subareas, as well as neighboring Congestion Management Agency's (CMAs) (Alameda and Solano). The role of the TAC was to provide input on the CSMP's scope, communicate stakeholder concerns, review the various deliverables, and vet the different improvement strategies developed by the staff working group. An early suggestion by the TAC led to the expansion of the study area to include the I-580 interchange in Dublin (Alameda County), as this area is contiguous with San Ramon and a natural extension of the corridor.

Work on the Complete Streets assessment and SMF "Place Types" identification began in late 2012. This effort provided a general classification for locations along the I-680 corridor that could be used as a basis for planning, management and investment decisions to advance Caltrans' "Smart Mobility" goals. The Place Types were based on criteria including an area's completeness in terms of land use, connectivity of the local transportation network, accessibility to the larger transportation system, level of local transit service, and safe and convenient biking and walking.

The Complete Streets report documented the frequency of crossings, whether parallel routes are available, and whether there were obstructions to safe and convenient passage, particularly at freeway ramp intersections, and where these crossings provide access to transit centers. Also included in the effort was a Highway Capacity Manual 2010 Multimodal Level of Service (MMLOS) analysis on seven parallel arterials to demonstrate the feasibility and data needs for MMLOS.

An analysis of the existing conditions within the corridor followed the SMF and Complete Streets assessment. This effort documented the existing land use, transit services, goods movement facilities, major traffic generators, and environmental issues in the study area. However, the major focus of the existing conditions documentation was the freeway performance, including measuring recurrent delay, travel time variation, areas of high collisions, and calculation of Vehicle Miles Travelled (VMT) and Vehicle Hours Travelled (VHT). Identification of bottleneck locations along the corridor was also an early and important task, as this was used in the calibration of the TOPL tool, as it should be able to re-create the bottlenecks as part of its simulation of traffic in the corridor.

Corridor Improvement Scenarios

As with past CSMPs, a major component is the modeling of short and long-term improvements to the corridor's transportation system. The TAC assisted in the development and packaging of the 5 scenarios. Scenario definitions are as follows:

- **Scenarios 1a and 1b: Near-term (5 years) fully-funded, programmed projects**
  - Auxiliary Lanes between Sycamore Valley and Crow Canyon Road (1a)
  - Arterial Widening on Buskirk Avenue and Contra Costa Boulevard (1b)
  - HOV Lane Extensions in the Alamo area (1b)

- **Scenario 2a: Test ramp metering to isolate its impacts**
  - Evaluate Ramp queues from TOPL

- **Scenario 2b: Add operational strategies that are likely to be completed in the near future**
  - Express Lane Northbound (NB) from Main Street to SR-242
  - Express Lane Southbound (SB) from Marina Vista Avenue to Livorna Road (SB HOV Gap Closure)
  - San Ramon area Direct Access Ramps (DAR)
  - I-680/SR-4 Interchange Improvement – Phase 3 (Widening of SR-4 from Morello Avenue to SR-242)

- **Scenario 3: Combine other programmed or fully committed projects to be delivered later (e.g., greater than 5 years)**
  - Arterial Improvements: Contra Costa Boulevard and Pacheco Boulevard
  - I-680/SR-4 Interchange Improvements (Phases 1,2,4 and 5 of 5)

- **Scenario 4: Miscellaneous Auxiliary Lanes along corridor**
  - Alcosta Road to Bollinger Canyon Road
  - El Cerro Boulevard to El Pintado Road
  - El Pintado Road to Stone Valley Road
  - Stone Valley Road to Livorna Road
  - Livorna Road On Ramps to Rudgear Road Off Ramps

- **Scenario 5: VMT reduction due to increased bicycle/pedestrian activities**
  - Assumption of 1.5% VMT reduction from Countywide Bicycle/Pedestrian Plan

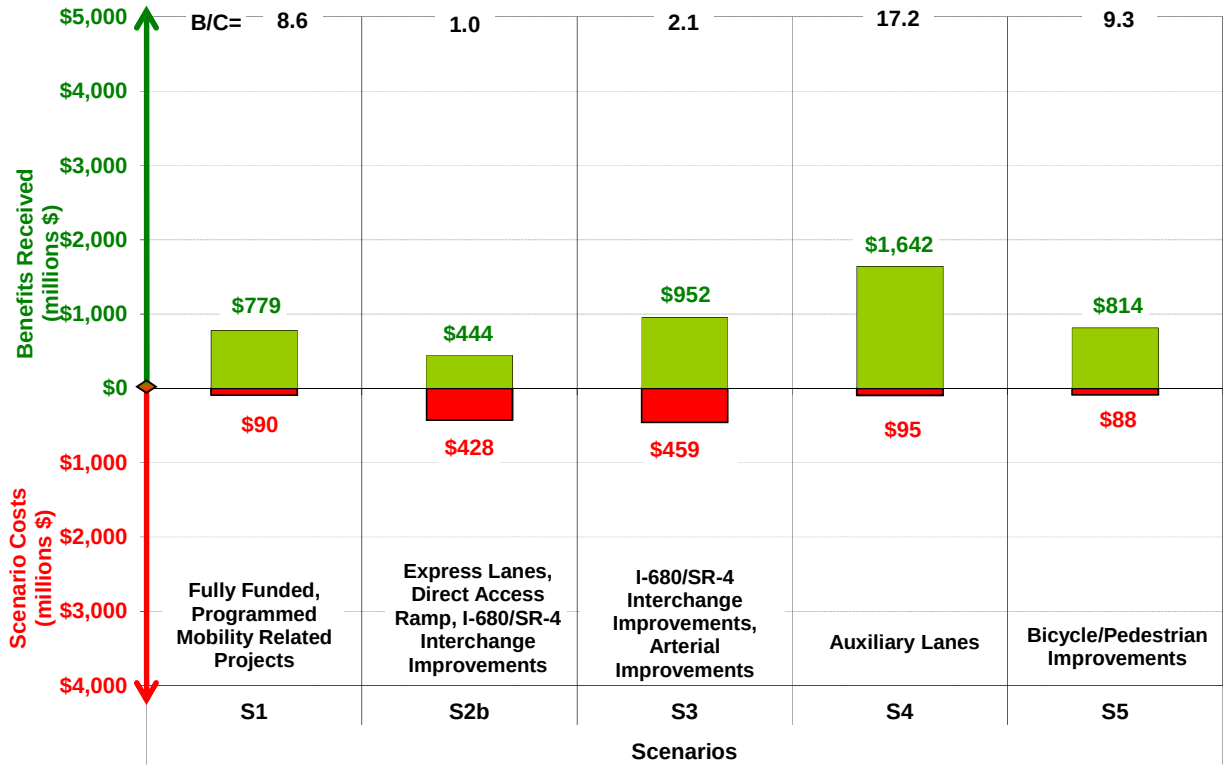
The Contra Costa Countywide Travel Demand Model was used as the primary analysis tool for the major improvements in the corridor, and was used as the source of current and future (year 2030) demand inputted into TOPL for the operational improvements. The model was used to develop future year forecasts of congestion/delay, VMT, VHT, and to inform the Caltrans benefit/cost model. Table 1 (below) shows the effect on vehicle hours of delay (VHD) on the corridor for each of the 5 scenarios.

Table 1: 2030 VHD by Scenario

Facility	2030 Base Case	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
I-680 Corridor						
I-680 General Purpose & Auxiliary Lanes	47,571	42,081	36,100	36,178	32,496	32,333
		-11.5%	-24.1%	-24.0%	-31.7%	-32.0%
I-680 Ramps & Connectors	1,230	1,247	1,329	1,426	1,908	2,115
		1.4%	8.0%	15.9%	55.1%	71.9%
I-680 Express Lanes	2,354	5,482	7,569	7,638	6,270	6,627
		132.9%	221.6%	224.5%	166.4%	181.5%
Total I-680 Freeway	51,155	48,811	44,999	45,241	40,674	41,076
		-4.6%	-12.0%	-11.6%	-20.5%	-19.7%
Connecting/Parallel Routes						
I-580 Freeway (w/in 2-mi buffer of I-680)	21,211	20,620	20,489	20,524	20,466	19,828
		-2.8%	-3.4%	-3.2%	-3.5%	-6.5%
SR-4 Freeway (w/in 2-mi buffer of I-680)	1,036	1,038	141	146	146	136
		0.2%	-86.4%	-85.9%	-85.9%	-86.9%
SR-24 Freeway (w/in 2-mi buffer of I-680)	2,988	2,914	3,099	3,130	3,035	2,896
		-2.5%	3.7%	4.8%	1.6%	-3.1%
SR-242 Freeway	1,727	1,730	1,410	1,365	1,395	1,425
		0.2%	-18.4%	-21.0%	-19.3%	-17.5%
Other Ramps & Connectors	493	605	542	475	526	646
		22.7%	9.9%	-3.7%	6.6%	31.0%
Arterials (w/in 2-mi buffer of I-680)	7,672	6,985	5,948	5,935	5,323	4,922
		-8.9%	-22.5%	-22.6%	-30.6%	-35.9%

Overall modeling of year 2030 conditions with the 5 scenarios shows each contributes to reductions in delay, with the most benefit coming from construction of the missing auxiliary lanes in the corridor. Ramp metering was not part of the benefit/cost assessment, as the County travel demand model is not able to accurately measure the impact of operational strategies. The TOPL tool analyzed the operational impacts of ramp metering.

Table 2: Benefit/Cost on Investment Scenarios



TOPL Freeway Analysis of Ramp Metering and Express Lanes

A major component of the I-680 CSMP was the development by staff at Berkeley-PATH of a new tool for use in analysis of operations improvements to the freeway, in order to replace the existing, but unsupported, FREQ software. Once the TOPL tool was sufficiently calibrated to the point it could reasonably represent the Year 2013 queuing at bottleneck locations, the operations analysis could begin. TOPL focused on testing the ramp metering and express lane operational improvements, using the demands from the travel demand model in the near-term 2013 and longer-term 2025. TOPL showed that if the improvements were implemented in 2013, the near-term improvements (Scenario 1) would reduce some of the larger bottlenecks in both directions. The addition of the ramp metering in Scenario 2a has major impacts on the existing bottlenecks, removing the major queues in San Ramon and Danville, leaving only the SB and NB bottlenecks at North Main Street, though to a much lesser extent. If the improvements in Scenario 2b were to have been constructed in 2013, it would have removed nearly all re-

current congestion in the corridor. It should be noted, however, that 10 ramps in the corridor would require some re-configuration or widening in order to provide benefits shown in the analysis. These locations are noted in the report.

The longer-term 2025 TOPL analysis analyzed the same set of corridor improvement scenarios, but with a more realistic implementation time-frame. As such, the improvements to the corridor were still evident, however tempered over time, due to the assumed growth in population and employment. The 2025 analysis shows that with only the near-term improvements implemented, the existing bottlenecks would remain and associated congestion would continue to grow, and in some cases merge with those upstream and downstream. When Scenario 4's auxiliary lane improvements are analyzed in TOPL along with the near-term scenarios, a significant reduction in congestion at the bottlenecks occurs. This reduction roughly equates to conditions similar to those seen in existing conditions (2013).

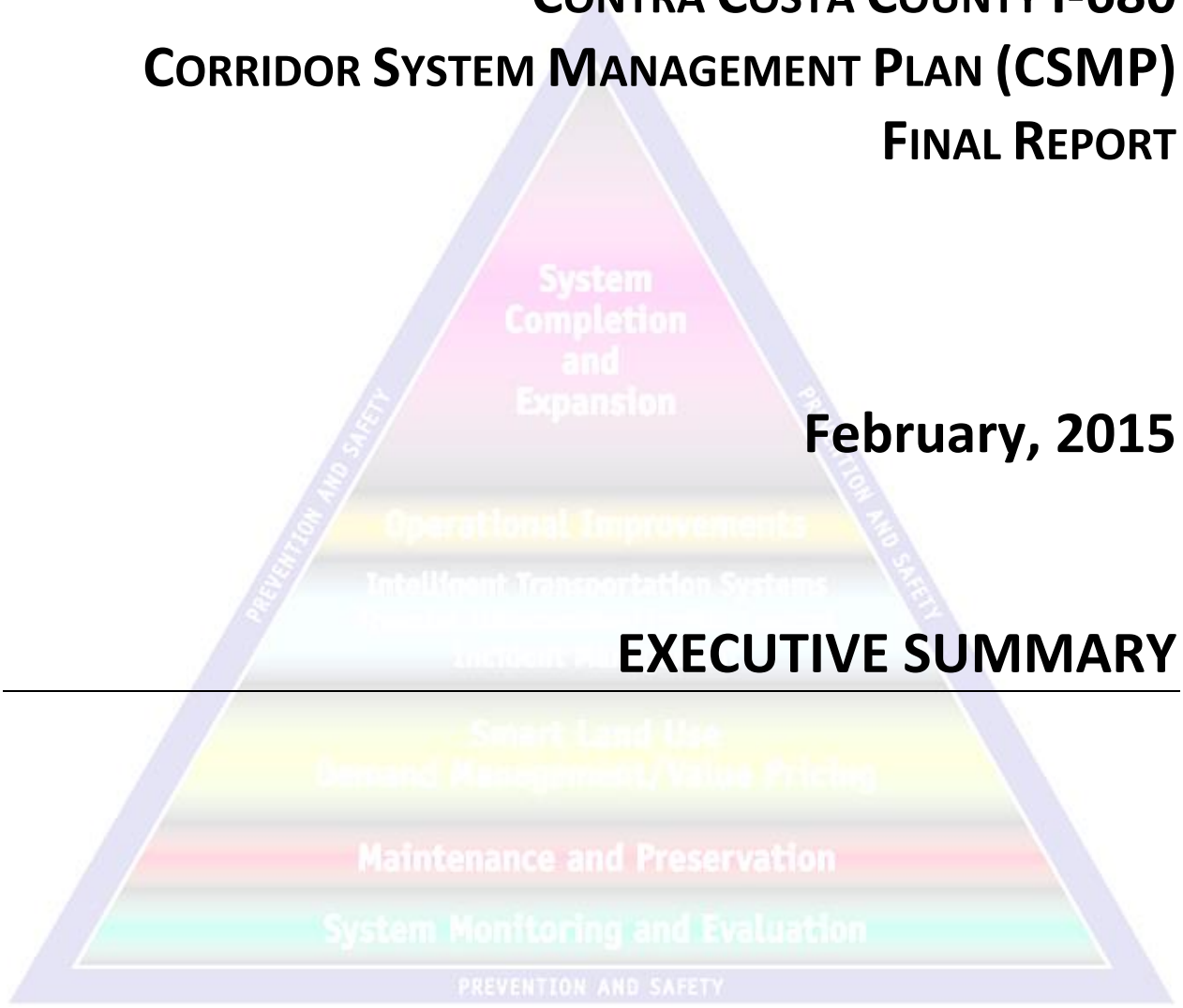
CSMP Conclusions

The CSMP provided a quantification of the various improvements planned for I-680, showing that the corridor will evolve operationally by incorporating ramp metering, price managed lanes, and auxiliary lanes in the short-term, which will also continue to provide long-term benefits, including reducing pressure on local arterials and streets. The "next generation" CSMP pilot introduced new multimodal planning concepts into the traditional corridor analysis via the SMF and Complete Streets assessment, and identified opportunities for integration of these concepts into the I-680 corridor planning environment. Testing and refinement of the TOPL operations analysis tool is another important product from the effort, and recommendations from the staff working group include the establishment of TOPL user groups around the Region and State, and improvements to the user interface. Finally, it is recommended that CSMPs be continuously updated to reflect changes in policy and corridor conditions over time. Updates can also test the past operations analysis once projects are completed.

The Draft Final CSMP was initially released in August 2014, and has been updated to include the recent TOPL analysis results. This Draft Final CSMP will be presented to the Authority Planning Committee (APC), Authority Board, and the Regional Transportation Planning Committees (RTPCs) for their acceptance. Following acceptance by CCTA and Caltrans District 4 management, the CSMP will be finalized.

Attachment A

CONTRA COSTA COUNTY I-680 CORRIDOR SYSTEM MANAGEMENT PLAN (CSMP) FINAL REPORT



February, 2015

EXECUTIVE SUMMARY

System Metrics Group, Inc.

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List of Exhibits

The **Contra Costa County Interstate 680 (I-680) Corridor System Management Plan (CSMP)** Final Report was developed by the California Department of Transportation (Caltrans) District 4 San Francisco Bay Area office in coordination with the Contra Costa County Transportation Authority (CCTA) and the Metropolitan Transportation Commission (MTC).

This is the first second-generation CSMP in the State and it builds on the first generation CSMPs developed around the State as part of a requirement by the California Transportation Commission (CTC) for corridors receiving funding from the voter-approved Proposition 1B Corridor Mobility Improvement Account (CMIA). The initial round of CSMPs aimed to measure how the corridor was performing, understand why it performed that way, and recommended system management strategies to maintain the performance improvements gained through the CMIA funds.

This second-generation CSMP builds on the previous effort and also incorporates three new planning elements into corridor system management:

- Smart Mobility Framework (SMF) - The Caltrans SMF aims to improve the movement of people and freight while enhancing California's economic, environmental, and human resources. This CSMP includes a pilot evaluation of the corridor to identify opportunities to meet the priorities and values of Smart Mobility.

- Complete Streets Analysis - The I-680 CSMP also included a Complete Streets analysis of the corridor to identify opportunities to make Complete Streets a routine part of Caltrans' system planning. To meet the California Complete Streets Act of 2008, Caltrans adopted *Deputy Directive-64-R1, Complete Streets-Integrating the Transportation System (2008)* to provide for the safe mobility for all users appropriate to the function and context of facilities on the State Highway System.

- The use of the new simulation tool TOPL (Tools for Operational Planning) - This CSMP effort is the first large-scale demonstration of the TOPL tool currently under development by Partners for Advanced Transportation Technology (PATH) at the University of California at Berkeley. In collaboration with the Caltrans District 4 Division of Traffic Operations, the TOPL analytical package is designed to provide quick quantitative assessments of congestion relief strategies for freeways and urban arterials. This will allow planners and engineers to test system operational improvements to benefit travelers without relying on major infrastructure expansion projects. If successful, this tool may replace the often used FREQ tool which is no longer being supported.

STAKEHOLDER OUTREACH

This study began in February 2012 and was guided by a Staff Working Group (SWG) composed of Caltrans District 4 and headquarters engineering and planning staff, CCTA planning staff, MTC planning staff, PATH researchers, the SMF pilot study consultant team, and an I-680 CSMP consultant team that oversaw the technical analysis and managed the outreach for the study. Caltrans also solicited input from a Technical Advisory Committee (TAC) made up of representatives from local jurisdictions, transit agencies, Congestion Management Agencies, and other key stakeholders.

CORRIDOR DESCRIPTION

The I-680 CSMP corridor shown in Exhibit ES-1 is a six- to ten-lane facility that serves as the primary north-south route for central Contra Costa County. The study corridor was extended south to the City of Pleasanton in Alameda County to capture the impacts on the I-580/I-680 interchange. Exhibit ES-1 also shows the eight cities that lie adjacent to the study corridor as well as the four freeway-to-freeway interchanges with I-680 (I-580 in Alameda County, SR-24, SR-242, and SR-4).

Part-time High Occupancy Vehicle (HOV) lanes are available along most of the corridor. Three northbound HOV segments include Alcosta Boulevard to Livorna Road, SR-242 to Waterfront Road/Marina Vista Avenue, and at the Benicia-Martinez Bridge toll plaza. The two sections of southbound HOV lanes run from Marina Vista Avenue/Waterfront Road south to Geary/Treat Boulevards and from Rudgear Road to Alcosta Boulevard. The exhibit shows the intermittent auxiliary lanes along I-680. Nineteen interchange-to-interchange segments encompassing parallel arterials, interchanges, and non-interchange crossings to the freeway were evaluated as part of the Complete Streets analysis.

Nine park and ride lots are located near I-680, and the Bay Area Rapid Transit District (BART) directly serves Concord, Lafayette, Martinez, Pleasant Hill, and Walnut Creek. In Alameda County, BART serves Dublin and Pleasanton. The Capitol Corridor and San Joaquin intercity passenger rail services maintain a staffed station in Martinez with the Altamont Corridor Express (ACE) commuter rail system serving Pleasanton in Alameda County. Several local public transit operators provide regularly scheduled fixed-route bus services in the study area. These include Central Contra Costa Transit Authority (CCCTA) County Connection, Fairfield and Suisan Transit (FAST), SolTrans, Tri-Delta Transit, WestCAT, and the Livermore Amador Valley Transit Authority (LAVTA) Wheels.

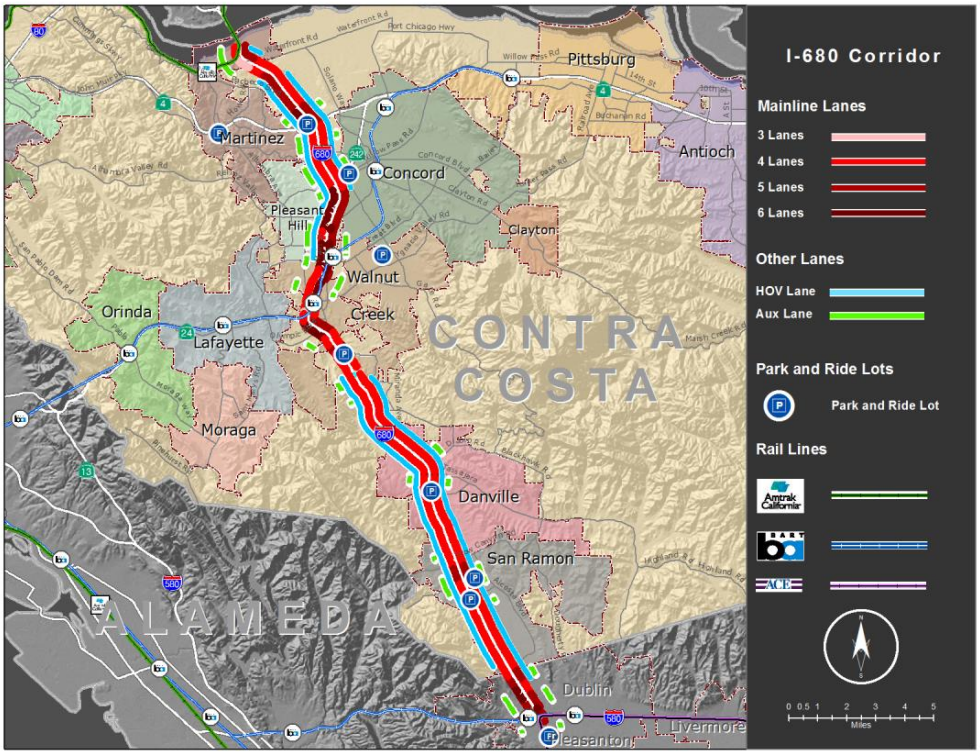
Contra Costa I-680 is designated Surface Transportation Assistance Act (STAA) National Network route. There is a Commercial Vehicle Enforcement Facility (CVEF) adjacent to the Treat/Geary Boulevard interchange in Walnut Creek. Near I-680, Buchanan Field Airport is located within unincorporated Contra Costa County within the City of Concord's Sphere of Influence and Planning Area Boundary. In 2012, there were approximately 412 operations per day from the airfield with approximately 97% of those operations being general aviation and the remaining 3% being air taxi services.

Exhibit ES-2 summarizes the I-680 CSMP "Place Types" evaluation using the SMF place type categories[1] and the CCTA travel demand model traffic analysis zone structure. Most of the study corridor may be described as a *Suburban Community* place type (shaded in green) with *Special Use Areas* (in purple) that reflect dedicated industrial or military uses such as the oil refineries in Pacheco and the former Concord Naval Weapons Station (now known as the Concord Reuse Project Area).

A third major type, shaded in orange, includes *Protected Open Spaces* that include parks like Mount Diablo State Park. Zones near Concord, Pleasant Hill, and Walnut Creek BART stations were labeled as *Urban Centers* (dark red) surrounded by a mix of *Suburban Centers* and *Close-In Compact Communities*. *Suburban Community Dedicated Use Areas* along the corridor include Bishop Ranch in San Ramon, the California State University East Bay campus and Waterworld California theme park in Concord.

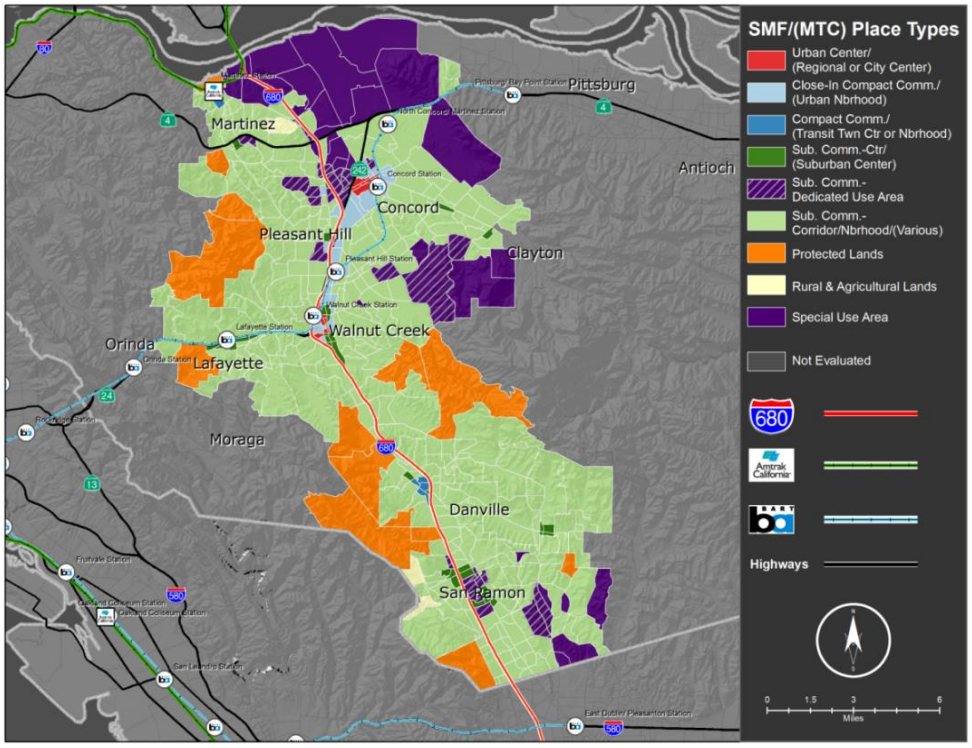
[1] SMF Place Types are broad classifications of towns, cities, and larger areas based primarily on community design and regional accessibility factors. The categorization by SMF Place Types can be used to identify priorities for transportation projects and programs to increase Smart Mobility benefits.

Exhibit ES-1: Contra Costa County I-680 CSMP Corridor



Source: System Metrics Group, Inc. analysis of existing facilities.

Exhibit ES-2: Contra Costa County SMF Place Types



Source: System Metrics Group, Inc. analysis of CCTA travel demand model traffic analysis zones.

CORRIDOR PERFORMANCE AND TRENDS

The performance measures established for the Contra Costa County I-680 CSMP are based on nine SMF performance measures. Each measure was linked to a goal of the CSMP effort; then one or more metrics were identified that could be used to evaluate existing or forecast conditions. Performance was evaluated within a two-mile buffer around the corridor.

Emissions Reduction

Both the U.S. Environmental Protection Agency (USEPA) and the California EPA (CALEPA) set ambient air quality standards to protect public health with the California standards being generally more stringent than federal standards. Continuous air monitoring by the local agencies and the Bay Area Air Quality Management District (BAAQMD), which includes Contra Costa County, ensure that air quality standards are being met and improved. As of 2014, the air basin (including Contra Costa County) does not meet standards for the following key pollutants: Ozone (nonattainment for both California and national standards), Particulate Matter PM10 and PM2.5 (California only). Exhibit ES-3 shows estimated emittants within a two-mile buffer of the I-680 CSMP corridor based on outputs from the Caltrans Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) using data from the 2010 Base Year CCTA travel demand model as an input.

Exhibit ES-3: I-680 CSMP Corridor Pollutants

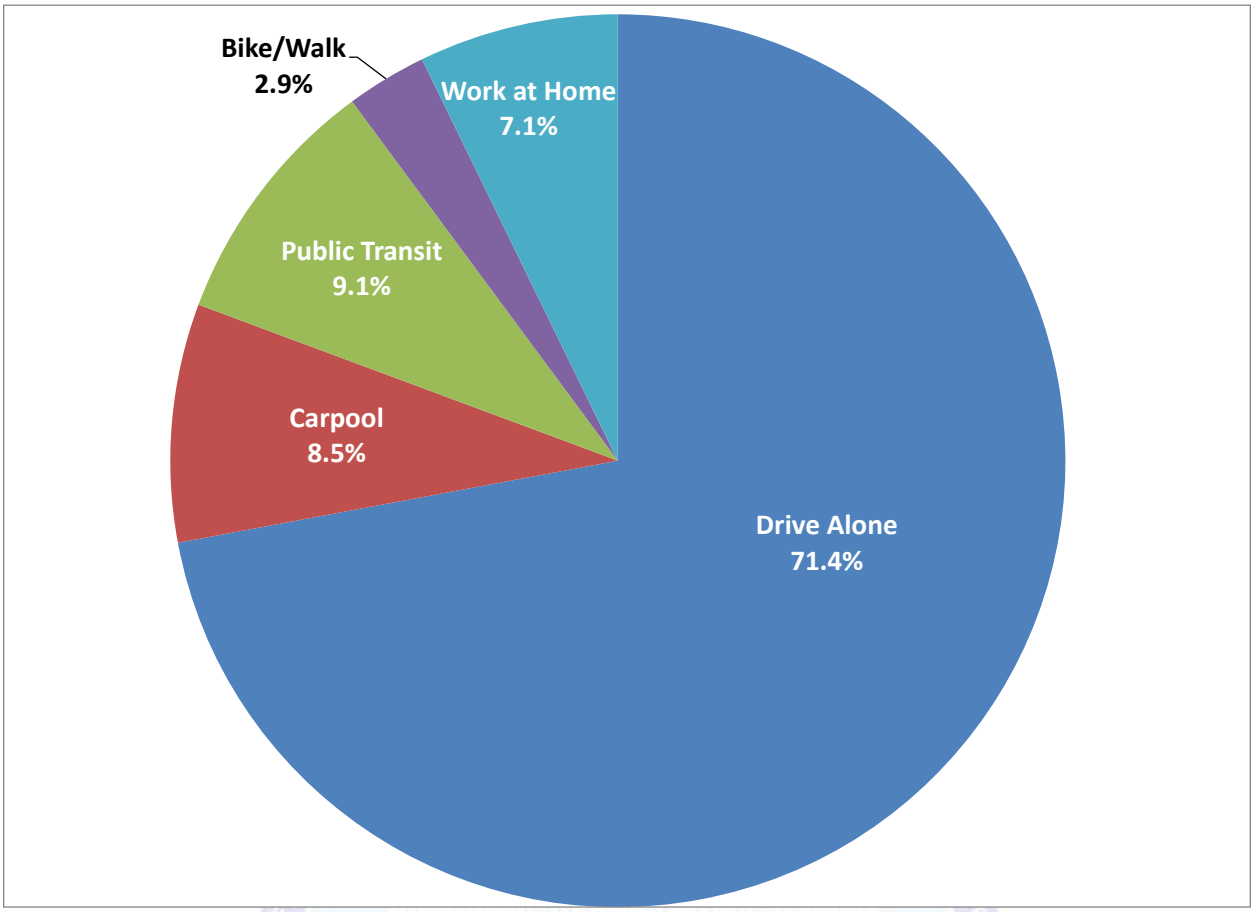
Pollutant	2010 Daily Equivalent CO_2 U.S. Short Tons
Carbon Dioxide (CO_2)	4,100
Carbon Monoxide (CO)	30.60
Oxides of Nitrogen (NOx)	3.60
Particulate Matter (PM10)	0.60
Oxides of Sulfur (SOx)	0.04
Volatile Organic Compounds (VOC)	2.60

Source: System Metrics Group, Inc. analysis of the CCTA travel demand model using Cal-B/C.

Transit, Pedestrian and Bicycle Mode Shares

The SMF measure of transit mode share measures location efficiency. The bicycle and pedestrian mode share is also used as a proxy for general health since these are active modes of transportation. Exhibit ES-4 shows estimated mode shares for census tracts adjacent to the I-680 corridor. Approximately 71% of all commute trips were by single-occupancy vehicles; approximately 18% were in a carpool or on public transit; and the remaining 11% biked, walked, or worked from home.

Exhibit ES-4: I-680 CSMP Corridor Mode Shares



Source: System Metrics Group, Inc. analysis of 2007–2011 American Community Survey 5-year estimates.

From 2009 through 2013, BART average weekday ridership from the four stations near the corridor rose from just over 23,000 riders to more than 25,200 riders–an increase of 9%. County Connection I-680 express bus ridership primarily serving Bishop Ranch in San Ramon and Martinez has grown by approximately 33% per year since 2009 and by 2012 carried 1,200 weekday riders on average.

Travel Mobility and Reliability

Mobility describes how well the corridor moves people and freight. Travel time reliability captures the degree of predictability in travel time by measuring how travel time varies from day to day. This variation is primarily caused by accidents, incidents, weather, or special events. Improving reliability is an important goal for transportation agencies, and efforts to accomplish this include incident management, traveler information, and special event planning.

The SMF pilot evaluation evaluated the multimodal mobility level of service (LOS) for transit and pedestrian and bicycle modes at the intersection and link levels at seven arterial locations adjacent to I-680. Multimodal reliability was also assessed qualitatively as part of that pilot effort. The Complete Streets evaluation examined parallel bicycle and pedestrian facilities to identify issues which resulted in recommended treatments for connectivity and mobility at the following highest-priority segments:

- El Pintado Road to Stone Valley Road
- Stone Valley Road to Livorna Road
- Livorna Road to Rudgear Road
- Concord Avenue to Pacheco Boulevard/Arthur Road
- Pacheco Boulevard/Arthur Road to Marina Vista Road/Waterfront Road.

Exhibits ES-5 and ES-6 show the 2008–2010 I-680 freeway average weekday vehicle-hours of delay by hour for each direction. Due to data availability issues in recent years, more current results are not presented. These two exhibits show the peaking characteristics of the freeway and how they change from one year to the next. The charts show that congestion has grown since the economic recession in 2009. The northbound PM peak period is the most congested period on the freeway. In the southbound direction, both time periods experience approximately the same level of delay.

To measure freeway reliability, the study team used data from the California Performance Measurement System (PeMS) to estimate the "buffer index," which reflects the additional time required beyond the average travel time to ensure an on-time arrival 95 percent of the time (e.g., 19 out of 20 workdays per month). Severe events, such as collisions, could cause longer travel times, but the 95th percentile represents a balance between days with major events (e.g., accidents) and more "average" travel days.

Exhibit ES-7 presents travel time variability for the northbound direction. The 5:00 PM peak hour was the slowest hour in that direction as well as the most unreliable, requiring 46 minutes for an on-time arrival 95 percent of the time. In the southbound direction, the most unreliable hours were the 8:00 AM and 5:00 PM peak hours, with both experiencing similar average travel times. However, the 8:00 AM hour required a buffer time of nearly 40 minutes to ensure an on-time arrival, while the PM peak hour required about 36 minutes.

Exhibit ES-5: I-680 NB Average Weekday Hourly Delay

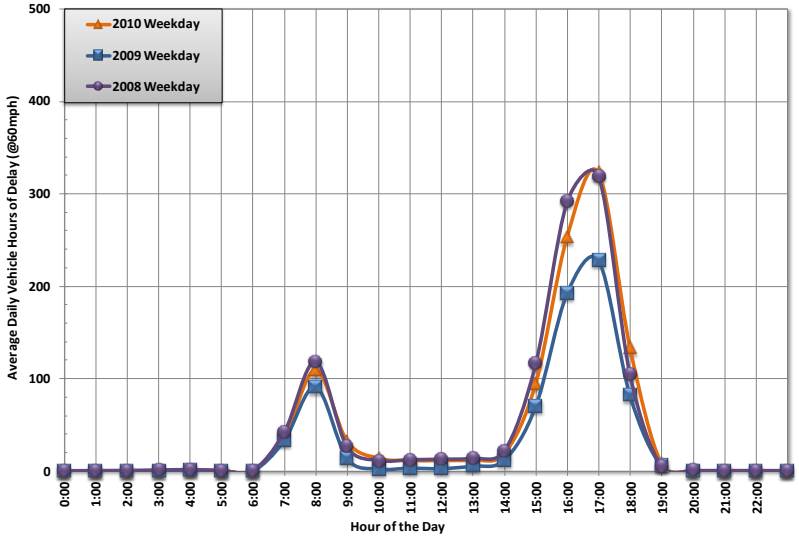


Exhibit ES-6: I-680 SB Average Weekday Hourly Delay

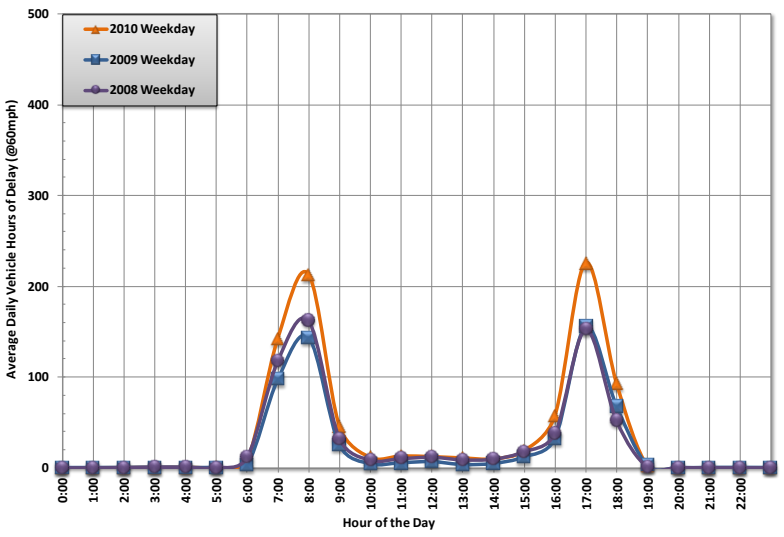


Exhibit ES-7: I-680 NB Travel Time Reliability (2010)

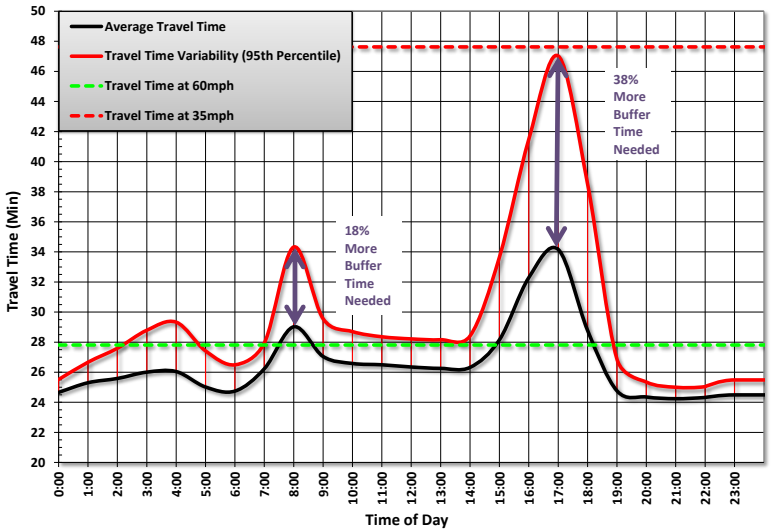
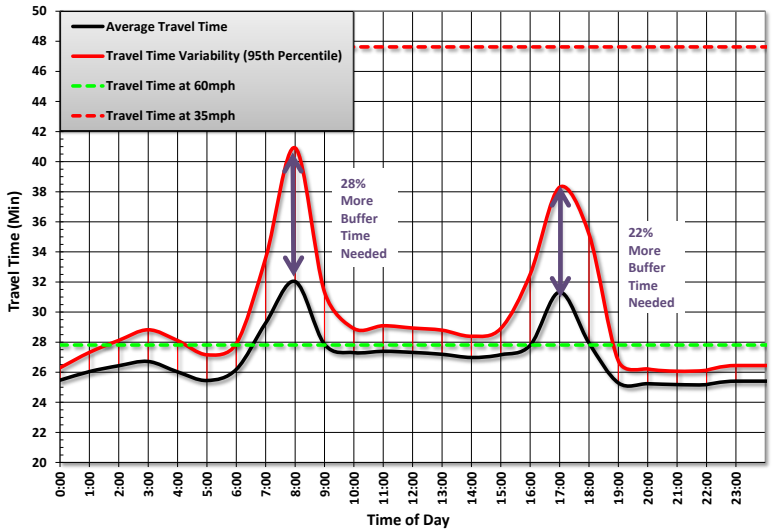


Exhibit ES-8: I-680 SB Travel Time Reliability (2010)



Source: System Metrics Group, Inc. analysis of Caltrans Performance Measurement System (PeMS) data.

BOTTLENECK IDENTIFICATION AND CAUSALITY

Major bottlenecks are the primary cause of congestion. A bottleneck is a location where traffic demand exceeds the effective carrying capacity of the roadway, typically caused by a sudden reduction in effective capacity, such as when a lane drop occurs or when heavy merging and weaving take place near on- and off-ramps. The study team identified both major controlling and minor bottlenecks (minor bottlenecks include hidden bottlenecks that are overtaken by queuing from a downstream bottleneck or by reduced traffic flow from an upstream bottleneck). Exhibit ES-9 describes each bottleneck and provides a summary of the causes of each bottleneck.

Exhibit ES-9: I-680 Bottlenecks

Dir	Length of Bottleneck Area/ (Expected Queue Length)	Bottleneck Location	Absolute Postmile	Caltrans Postmile	Average Duration AM/(PM)	Causality
Northbound	6.9/ (1.0+/-)	NB On From Stoneridge Dr (Pleasanton)	028.91	R19.371	End of corridor. Not a bottleneck	
		NB On From Crow Canyon Rd	**035.85**	**R4.44**	(3:30PM-6:30PM)	NB On merging. Usually resolves jso Greenbrook Ave
	4.4/ (1.5+/-)	NB On From Sycamore Valley Rd	038.26	R6.72	7:00AM-9:00AM/ (3:30PM-6:30PM)	Some slowing at NB on-ramp, but downstream El Cerro bottleneck sometimes queues past this location
		NB On From El Pintado Road/El Cerro Blvd	**040.24**	**R8.84**		High volumes at El Cerro On
	7.0/ (4.25 - 4.5+/-)	NB On From Livorna Rd	042.79	R11.398	(3:00PM-7:00PM)	Minor slowing
		NB Off To WB SR-24/Ygnacio Valley Rd Off/Olympic On	045.99	014.49		Lane drop from 5 to 3 lanes. Combination of SR-24/ I-680/ Olympic On auxiliary lane ending and curvature/geometrics that cause weaving issues
		NB Off To N Main St	047.02	015.52		Lane drop from 6 to 5 lanes at NB Off to N Main St
		NB On From Lawrence Way/NB Off To Treat Blvd	**047.24**	**015.73**		High on/off ramp volumes at Lawrence Way On/Treat Off
	9.9	Solano County Line	057.16	025.66	End of corridor. Not a bottleneck	
Southbound	19.0	SB Off to Stoneridge Dr (Pleasanton)	029.05	R19.511	End of corridor. Not a bottleneck	
		SB On From Sycamore Valley Rd	038.03	R6.636		Minor intermittent slowing. Not a major bottleneck. On-ramp surges can contribute to slowing.
	Approx 1/ (2.0+/-)	**SB On From Stone Valley Rd**	041.60	R10.208	7:00AM-9:00AM	Some slowing. Not a major bottleneck, but could become one in the future. Relatively high AM on-ramp volumes can contribute to slowing.
	4.6/ (1.5+/-)	**SB On From Livorna Rd**	**042.79**	**R11.481**	7:00AM-9:00AM/ (4:00PM-6:00PM)	Lane drop from 5 to 4 to 3 lanes in succession. Some queuing in #1 Lane jno HOV (at AbsPM=44.4) due to anticipation of HOV lane ingress by HOVs
	9.8/ (3.0-4.0+/-)	**Lane Drop jso SB Off to North Main**	**047.38**	**15.883**	6:30AM-9:00AM	Lane drop at SB off ramp
		Solano County Line	057.16	25.657	End of corridor. Not a bottleneck	

XXX	- Controlling bottleneck location
YYY	- Minor bottleneck/slowing
ZZZ	- Not a bottleneck location

MODELING APPROACH

Mitigation strategies were tested using two different models as follows:

- Comprehensive Travel Demand Modeling – The CCTA travel demand model was used to comprehensively evaluate mitigation strategies. This evaluation included diversion results between freeways and arterials which local stakeholders of different improvements. Stakeholders communicated to Caltrans that diversion is a critical factor for their cities. The CCTA travel demand model was also used to evaluate the impact of increased active transportation investments.
- Freeway Traffic Modeling – The TOPL model was used to evaluate traffic flows, impacts on existing and future bottlenecks, and incident management. Such analysis is not possible with travel demand models. TOPL modeling involved first calibrating the model to current conditions, including locations and severity of existing bottlenecks. Next, a horizon model was developed to represent likely 2025 conditions. Finally, short and medium term mitigation strategies were modeled and compared against existing and the horizon year model.

COMPREHENSIVE TRAVEL DEMAND EVALUATION RESULTS

To test mitigation strategies and their potential impact on bottlenecks identified in the previous section, a framework was developed to combine multiple projects into evaluation scenarios. These scenarios were evaluated using the CCTA 2010 base year and 2030 constrained travel demand models.

The framework for this CSMP differs from traditional alternatives evaluations that focus on comparing competing alternatives among one another and selecting a locally preferred alternative. For the I-680 CSMP, scenarios build on previous scenarios as long as the incremental scenario results show an acceptable level of performance improvement.

Exhibit ES-10 lists the tested scenarios and their associated projects. Each project was identified from existing programming and planning documents and presented to the TAC for approval. In addition to model performance results from the 2010 base year and 2030 constrained CCTA models, the exhibit also summarizes the results for each scenario tested. A benefit/cost analysis was performed using the California Benefit/Cost (Cal-B/C) model to estimate benefits in three areas:

- travel time
- vehicle operating costs, and
- emissions.

The analysis does not capture the benefits after the 20-year lifecycle or benefits received outside the study area or due to improvements in transit travel times. Project costs were obtained from the 2009 County Transportation Plan, the MTC Regional Transportation Plan/Sustainable Communities Strategy, and the Caltrans Transportation System Development Plan, as well as from CCTA.

Exhibit ES-10: I-680 CSMP Scenarios, Projects, and Results

Scenario	Scenario Description	Scenario Projects	Mobility–Average Weekday VHD (1000s)	Reliability–I-680 Highest Travel Time Index	Emissions–Average Daily Short Tons	B/C Ratio
2010 Base	CCTA 2010 Base Year model with no scenario projects included		33	1.4	4,170	n/a
2030 Base	CCTA 2030 Constrained Plan Travel Demand Model results with programmed/planned scenario projects removed for the analysis		87	1.5	5,250	n/a
S1 (2030)	Most near-term (≤ 5 years), fully funded, programmed mobility-related projects on or near I-680. Evaluated using the 2010 and 2030 models.	• Arterials: Buskirk & Contra Costa Blvd widening • Aux Lanes: Sycamore Valley Rd-Crow Canyon Rd • Express Lanes: Extend north to Livorna Rd	83	1.5	5,175	**8.6**
S2 (2030)	Other near-term operational projects Scenario 2a tests ramp metering alone to isolate its impacts. S2a tested only with TOPL Scenario 2b includes other operational strategies likely to be completed in the near future. Evaluated using the 2010 and 2030 models.	• Express Lanes: NB Main St-SR-242 • Express Lanes: SB Marina Vista Ave-Livorna Rd (includes SB HOV gap closure) • HOV direct access ramps (unspecified location in San Ramon area) • I-680/SR-4 interchange improvements (Phase 3)	78	1.5	5,150	**1.0**
S3 (2030)	Other programmed or fully committed projects to be delivered ≥5 years. Evaluated using the 2030 model.	• Arterial Improvements: Contra Costa & Pacheco Blvds • I-680/SR-4 interchange improvements (Phases 1,2,4,5)	78	1.5	5,150	**2.1**
S4 (2030)	Long-term potential auxiliary lane additions that have been presented in other long-range planning reports. Evaluated using the 2030 model.	• Alcosta Rd to Bollinger Canyon Rd • El Cerro Rd to El Pintado Rd • El Pintado Rd to Stone Valley Rd • Stone Valley Rd to Livorna Rd • Livorna Rd to Rudgear Rd	73	1.5	5,100	**17.2**
S5 (2030)	Trip-making reduced by 1.5% per day due to bicycle/pedestrian improvements. Reduction based on analysis from Appendix A: Bicycle Demand Forecasting of the *2009 Contra Costa Countywide Bicycle and Pedestrian Plan*. Evaluated using the 2030 model.		73	1.5	5,075	**10.1**

Change relative to prior scenario: Increases, Decreases, No Change

FREEWAY TRAFFIC MODELING RESULTS

TOPL modeling shows that most existing bottlenecks are significantly alleviated with short term projects, including both phases of Express lanes, the recently completed auxiliary lanes, and ramp metering. Congestion and bottlenecks do return by 2025 to levels similar to existing conditions. Therefore, longer term, additional investment will be required. Specifically, the longer term auxiliary projects in Scenario 4 will be needed to address future congestion. Other specific findings of the traffic analysis include:

- For ramp metering in the near future, several ramps should be considered for expansion in order to avoid ramp queues spilling onto the arterials.

- Northbound ramps that should be considered for expansion include:
  - Lawrence Way on-ramp
  - Buskirk on-ramp
  - Crow Canyon EB on-ramp
  - El Cerro on-ramp

- Southbound ramps that should be considered for expansion include:
  - Geary Road on-ramp
  - N. Main on-ramp
  - Bollinger Canyon WB on-ramp
  - Willow Pass WB on-ramp
  - Monument on-ramp
  - El Cerro on-ramp

- Longer term, as demand increases, additional ramps will likely need to be expanded as well. As part of their standard practice, Caltrans metering staff will monitor all metered ramps and develop mitigation strategies as back-ups occur.

- Improved incident management can significantly reduce non-recurrent congestion (i.e., congestion due to collisions and other incidents). TOPL was used to compare impacts of an accident that forces closure of one lane at Rutgear Road for 45 minutes. The results were then compared to an accident that forces the same closure for only 20 minutes. The difference represents a hypothetical improvement in incident clearance. Such an improvement would conservatively save travelers more than 325 hours of delay.

Additional benefits on other corridors such as SR-4 or I-580 were not included in the traffic analysis and are likely substantial. Therefore, TOPL results only reflect impacts on the I-680.

CONCLUSIONS AND RECOMMENDATIONS

This section summarizes the conclusions and recommendations of the I-680 CSMP based primarily on the results of benefit-cost analyses using the CCTA travel demand model as well as TOPL traffic modeling. Caution should always be used when making decisions based on modeling alone since project selection and programming are based on a combination of regional and inter-regional plans and needs. Regional and local acceptance for a project, availability of funding, and the planning and engineering requirements are all critical for the successful implementation of a project.

The I-680 CSMP represents the second generation of CSMPs and includes the testing of Caltrans' SMF principles, the integration of Complete Streets into corridor planning, and an evaluation of a new traffic simulation tool in TOPL. Conclusions related to the new aspects of this CSMP include:

- The SMF principles, place types, and performance measures were incorporated into this CSMP planning process. The SMF principles were reflected in the corridor objectives as well as the performance metrics. The SMF Place Types were applied. However, given that Priority Development Areas (PDAs) were recently defined by the Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS) adopted by MTC, subsequent corridor studies, like this I-680 CSMP, can document PDAs around the corridor rather than apply the SMF Place Types. The MMLOS analysis demonstrated that the HCM 2010 methodology can be applied with limited data collection to capture the interaction among modes on parallel arterials. However, additional resources would be needed to conduct a more detailed MMLOS analysis for the entire corridor, and such an analysis should include stakeholders to select locations for study.

- The Complete Streets analysis was very useful and identified specific areas for potential improvements that were not included in previous CSMPs. In fact, it is strongly recommended to include similar or even more detailed analysis for corridor studies in the future.

The following specific conclusions and recommendations are based on the results of the comprehensive travel demand modeling:

- All scenarios assumed that planned transit projects are implemented and took into consideration the resulting increase in transit ridership.

- All scenarios tested show benefit-cost ratios greater than or equal to 1.0, which indicate that each bundle of projects appear to have positive impacts on the corridor. Note that benefits can extend beyond the analysis corridor (e.g., SR-4 widening at the I-680 interchange has benefits well-beyond the 2-mile buffer around the I-680 freeway).

- Scenarios 1 and 2 are short-term scenarios that are planned to be implemented in the next few years. Of these two scenarios, Scenario 1, the extension of the Express Lanes to Livorna Road and the construction of the Crow Canyon Road/Sycamore Valley Road auxiliary lane, is expected to produce significant travel time savings on both the freeway facility and on local arterials in the San Ramon and Danville areas.

- Scenario 2 produces the lowest expected benefit-cost ratio (1.0), but the SR-4 interchange improvements may provide benefits along SR-4 that could be higher than estimated in the 2-

mile buffer around the I-680 freeway interchange. The direct access ramp may produce increases in local, arterial traffic adjacent to the proposed ramp, but will reduce traffic volumes at other locations. "Scenario 2b" representing corridor-wide ramp metering implementation could not be analyzed by the travel demand model. However, it was analyzed using the TOPL model (see below)

- In the longer term, the Scenario 3 improvements produce a modest 2.1 to 1 benefit-cost ratio. This is due to the high cost of the SR-4 interchange improvements. As described above, the SR-4 benefits may extend beyond the I-680/SR-4 interchange and are not accounted for in this analysis.

- Scenario 4 shows a high benefit-cost ration of 17.2 to 1. This scenario constructs relatively low-cost, auxiliary lanes in the southern part of the corridor extending to the Alamo area, where they currently do not exist. This draws traffic off of local arterials and improves flows on the I-680.

- Scenario 5 is a sketch-level, 1.5 percent VMT, reduction strategy assuming full build-out of the 605-mile bicycle and pedestrian development plan, outlined in the 2009 Contra Costa County Comprehensive Bicycle Plan. This high-level assessment should be further refined in the future, using more updated cost data based on more detailed planning.

The following are conclusions related to TOPL modeling:

- After significant review and modifications, TOPL provided reasonable, defensible results.

- TOPL reasonably predicted the benefits from the recently completed auxiliary lanes northbound at Crow Canyon.

- TOPL helped identify ramps that should be examined for potential expansion in order to avoid spillage onto local arterials once ramp metering has been implemented.

- TOPL should not be used by public agencies until:
  - Documentation is provided
  - A User Group is assembled to guide product development, documentation, and training needs.
  - A Graphical User Interface is developed to facilitate and simplify use of TOPL
  - Research is conducted and improvements made related to merges and weaves and other technical issues.

The combination of both modeling efforts show that the Contra Costa I-680 CSMP corridor will evolve operationally by incorporating ramp metering, priced managed lanes, and auxiliary lanes in the short-term that will continue to provide long-term benefits including reducing pressure on local arterials and streets. The Contra Costa I-680 CSMP also identified opportunities for implementation of Complete Streets along the corridor, whenever feasible.

It is important to stress that CSMPs should be updated on a regular basis, and these new efforts should be advanced in future efforts. The continual updating of the CSMP is particularly important since traffic conditions and patterns can change over time and differ from current projections. After projects are delivered, it is also useful to compare actual results with ones estimated in this document so that models can be further improved.

	A	B
1	**TRANSPAC SR2S TECHNICAL ASSISTANCE WISH LIST**	
2	For discussion and prioritization at February 26 TAC mtg.	
3	**CITY**	**Concord**
4		
5	**CITY STAFF CONTACT INFO (name, phone/email)**	**Ray Kuzbari (925) 671-3129 ray.kuzbari@cityofconcord.org**
6		
7	**NAME OF SCHOOL**	**Silverwood Elementary**
8		**1649 Claycord Ave , Concord, CA 94521**
9	**SCHOOL CONTACT INFO (IF NEEDED)**	**(925) 687-1150**
10		
11	**CROSS STREETS OR LOCATION OF PROJECT**	**Claycord Avenue between Thiessen Court and west of Cherokee Drive**
12		
13	**BRIEF DESCRIPTION (2 PARAGRAPHS) OF TECHNICAL ASSISTANCE REQUESTED AND DESIRED OUTCOME**	**Conduct a walking audit along the route to Silverwood Elementary School on the west side of Claycord Avenue where a sidewalk is missing. Conduct field observations of school children as they walk to the school from Clayton Road, collect pedestrian volumes and provide recommendations to improve children/pedestrian safety in this area.**
14		
15	**DESIRED SCHEDULE FOR COMPLETION OF TECH. ASST. AND EXPLANATION OF SCHEDULE CONSTRAINTS (IF ANY)**	**School Year 2014-15 or 2015-16 would be fine**
16		
17	**ESTIMATED COST OF TECH. ASST.**	**This may be determined by consultant, but an estimate might be helpful. $3,500 to $5,000**

	A	B
1	**TRANSPAC SR2S TECHNICAL ASSISTANCE WISH LIST**	
2	For discussion and prioritization at February 26 TAC mtg.	
3	**CITY**	**Contra Costa County (Seranap)**
4		
5	**CITY STAFF CONTACT INFO (name, phone/email)**	**John Cunningham**
6		
7	**NAME OF SCHOOL**	**Park Mead Elementary/Dorris -Eaton school**
8		
9	**SCHOOL CONTACT INFO (IF NEEDED)**	**N/A**
10		
11	**CROSS STREETS OR LOCATION OF PROJECT**	**Olympic Blvd., Boulevard Way/ Newell Ave./I-680 offramp**
12		
13	**BRIEF DESCRIPTION (2 PARAGRAPHS) OF TECHNICAL ASSISTANCE REQUESTED AND DESIRED OUTCOME**	**A site assessment is needed to provide for a permanent walking/bicycle path from Bonita Court to Olympic Blvd., at the base of the southbound offramp of I-680. There is much need for a safe access to get from this neighborhood to the schools, as there are no sidewalks along Boulevard Way. There is much neighborhood support and the County is interested in proceeding with impovements and has some funds for capital improvements.**
14		
15	**DESIRED SCHEDULE FOR COMPLETION OF TECH. ASST. AND EXPLANATION OF SCHEDULE CONSTRAINTS (IF ANY)**	**spring/summer 2015**
16		
17	**ESTIMATED COST OF TECH. ASST.**	**unknown**

	A	B
1	**TRANSPAC SR2S TECHNICAL ASSISTANCE WISH LIST**	
2	For discussion and prioritization at February 26 TAC mtg.	
3	**CITY**	**Pleasant Hill**
4		
5	**CITY STAFF CONTACT INFO (name, phone/email)**	**Eric Hu, (925) 671-5203, ehu@pleasanthillca.org**
6		
7	**NAME OF SCHOOL**	**Valley View Middle School (181 Viking Drive, Pleasant Hill, CA 94523)**
8		**College Park High School (201 Viking Drive, Pleasant Hill, CA 94523)**
9	**SCHOOL CONTACT INFO (IF NEEDED)**	**Valley View Middle School (925) 686-6136, College Park High School (925) 682-7670**
10		
11	**CROSS STREETS OR LOCATION OF PROJECT**	**Viking Drive (between Ruth Drive and Stubbs Road)**
12		
13	**BRIEF DESCRIPTION (2 PARAGRAPHS) OF TECHNICAL ASSISTANCE REQUESTED AND DESIRED OUTCOME**	**Conduct walking/bicycling audit along the south side of Viking Drive near Valley View Middle School and College Park High School. Collect traffic counts as needed (both vehicle, bicycle and pedestrian counts) and develop a traffic control plan for the two schools. The two schools are adjacent to each other, with Diablo Valley College campus across the street. Viking Drive is a 2-lane residential roadway and does not have the capacity to accommodate the traffic volume from the three schools during the morning and afternoon peak periods. Study area should also include the YMCA/City Corporation Yard parking area off of Civic Drive (back of the school property), where some students are being dropped off or picked up.**
14		
15	**DESIRED SCHEDULE FOR COMPLETION OF TECH. ASST. AND EXPLANATION OF SCHEDULE CONSTRAINTS (IF ANY)**	**2014/2015 or 2015/2016 school year.**
16		
17	**ESTIMATED COST OF TECH. ASST.**	**$5,000 to $10,000, or as defined by the consultant.**

	A	B
1	**TRANSPAC SR2S TECHNICAL ASSISTANCE WISH LIST**	
2	For discussion and prioritization at February 26 TAC mtg.	
3	**CITY**	**Walnut Creek**
4		
5	**CITY STAFF CONTACT INFO (name, phone/email)**	**Rafat Raie, City Traffic Engineer, (925) 943-5843/raie@walnut-creek.org**
6		
7	**NAME OF SCHOOL**	**Walnut Creek Intermediate,Walnut Heights, Las Lomas High School**
8		
9	**SCHOOL CONTACT INFO (IF NEEDED)**	
10		
11	**CROSS STREETS OR LOCATION OF PROJECT**	**Walnut Boulevard Between Sierra and Homestead**
12		
13	**BRIEF DESCRIPTION (2 PARAGRAPHS) OF TECHNICAL ASSISTANCE REQUESTED AND DESIRED OUTCOME**	**Technical assistance to evaluate the feasibility of converting Walnut Boulevard to a one-way street. The analysis could be divided to three separate steps:**
14		**1. Collect vehicular, pedestrian and bicycle traffic counts including turning movement counts on Walnut Boulvard, Walker Avenue, Homestead Avenue and Sierra Drive. The data will be used to evaluate the conversion of part or the whole section to one-way with the goal of using the existing street wide for a multi-modal ped and bicycle facility.**
15		**2. Develop one-way Scenarios and develop initial sketch of how the existing pavement width may serve vehicular, pedestrain, and bicycle traffic**
16		**3.conduct and present intial findings to internal and external stakeholders, develop recommendations and document findings.**
17	**DESIRED SCHEDULE FOR COMPLETION OF TECH. ASST. AND EXPLANATION OF SCHEDULE CONSTRAINTS (IF ANY)**	**Step 1- Must be cmpleted before the end of this School year (May 2015) Step 2- Must be done before Sept. 2015 Step 3- Preferred to be done before the end of the year (Dec 2015).**
18		
19	**ESTIMATED COST OF TECH. ASST.**	**Step One estimate is $5,000. Step Two estimate $10,000. Step Three 10,000. The total of this request is $25,000**

CONTRA COSTA transportation authority

EXECUTIVE DIRECTOR'S REPORT
February 18, 2015

ACEC Awards Banquet: January 15, 2015
I was one of the four judges for the annual American Council of Engineering Companies (ACEC) of California. There were over 40 applications. Eleven projects were named Honor Award winners and T.Y. Lin International received the Golden State Award (the top award) for the San Francisco Oakland Bay Bridge.

Beavers Dinner: January 16, 2015
Mark Leja, Caltrans Construction Division Chief, was honored at the 60th annual event. He was this year's recipient of the 2015 Engineering Award. I was asked to join his friends and family at his table for dinner. The event attracts many of the contractors that bid on our projects.

Google: January 20, 2015
Chris Urmson and Stephanie Villegas toured the GoMentum autonomous vehicle test facility to determine if it would meet their needs. On hand to welcome them to CCTA's office was Concord City Council Member Laura Hoffmeister, City Manager Valerie Barone, and Director, Community Reuse Planning Mike Wright.

Kroll Bond Rating Meeting: January 21, 2015
I participated in a conference call with Randall Carlton, Ross Chittenden and Brian Kelleher to introduce CCTA to the Kroll bond rating team. Kroll is an emerging firm that provides bond credit ratings. We are considering a Kroll rating for our upcoming bond transactions to augment our existing ratings with Fitch and Standard & Poor's. We will look into this further as we assemble the financing team and financing plan.

ACEC Chapter Meeting: January 21, 2015
I was asked to give the local members of ACEC an update on CCTA. My presentation always starts with a description of CCTA, which was followed by a report on upcoming projects and finally some of the newer programs we have underway. I ended the presentation with an overview of the high tech work we are doing in Contra Costa.

Cal Poly Presentations: January 22, 2015
I spoke to two classes at Cal Poly regarding transportation. The first lecture was given to a graduate class on city and regional planning. They wanted to know how we gather public input for our planning purposes and how we program projects. This presentation reiterates our CTP efforts. The next presentation was given to the Institute of Transportation Engineers (ITE) student chapter regarding Intelligent Transportation Systems. De Larson, School of Engineering

Dean, and Jesse Ma, CCTA's former summer intern, attended the second speech. There was significant interest in a student internship at CCTA.

SANDAG Board Retreat Presentation: January 29, 2015
I was asked to recreate the Redefining Mobility panel from the 2014 Focus on the Future conference. The SANDAG Board was interested in the topic with respect to making the transportation system more efficient, and the effects of alternative fuel vehicles (including electric vehicles) on GHG emissions. After I got back from the event, the California Transportation Commission contacted me about doing a presentation for the newly formed California Road Charge Pilot Program Technical Advisory Committee (TAC). CTC Commissioner Jim Madaffer chairs the TAC and was in the audience at the SANDAG retreat.

Prospect Silicon Valley: January 30, 2015
Jack Hall, Ross Chittenden, Linsey Willis and I met with Doug Davenport, Executive Director of Prospect Silicon Valley. They have created an innovation zone around the Cisco Campus in San Jose. Doug and his team work with venture capitalists and business to provide Real-Time opportunities to showcase and pilot emerging clean technology in the Silicon Valley. We were meeting to discuss our two agencies and possible synergies.

Visioning Workshop: February 3, 2015
I was invited to participate in a visioning workshop by the Federal Highway Administration Office of Policy in Arlington, Virginia. The Office leads research to assess the potential impacts of current and emerging issues on the transportation system. While there have been research efforts and forums examining the future of transportation, they wanted to look behind the headlines and find insights and trends that augment their understanding of the changing environment which will shape our mobility. There were 15 people invited to this workshop.

Gannett Fleming, Inc.: February 5, 2015
Ross Chittenden and I met with Larry Russell from Gannett Fleming, Inc. to discuss our plans for future construction and project development opportunities. The company is looking at opportunities in Northern California.

City College of San Francisco: February 9, 2015
I spoke to Construction Management Class at the City College of San Francisco. Carlos Melendez from Ghirardelli Associates, Inc. is a teacher at CCSF. He asked me to speak to his class about the role of the owner with respect to construction management.

Investment Banking Interviews: February 10, 2015
I was on a CCTA panel to meet with the potential investment banking firms that will become part of a pool of prequalified bankers to assist us on our upcoming bond transactions. We received 13 proposals and 7 firms were invited to present their qualifications and financing strategies. Joining me on the panel was Randall Carlton, Linsey Willis and Brian Kelleher. We invited other staff to sit in on the presentations as way to gain exposure on this aspect of how we financing our projects. Stephanie Hu, Ivan Ramirez and Hisham Noeimi attended.

Beveridge & Diamond, P.C.: February 11, 2015
Ryan Tacorda and David McCray met with Ross Chittenden and me to find out how they could help us deliver the projects and programs for Contra Costa. David used to work for Caltrans and is an attorney with an environmental specialty.

Canon Document Management System Presentation: February 11, 2015
Representatives from Canon gave a presentation and software demonstration to CCTA Staff on their document management system. The system could allow CCTA to increase efficiencies and advance its Progress on Paper (POP) program.

Mitsubishi Motors: February 12, 2015
Ross Chittenden, Jack Hall and I met with representatives from Mitsubishi Motors to discuss their involvement in the GoMentum Station.

Staff Out-of-State Travel – Prior Reporting Periods

As reported in November, I spoke at the Michelin Challenge Bibendum in Chengdu, China November 11-14, 2014. Expenses for the trip totaled $1,454.10

Jack Hall traveled to the University of Michigan in Ann Arbor on December 1-2, 2014, to discuss and collaborate on testing connected and autonomous vehicles. While there, Jack toured their Mobility Transformation Facility, which is a 32-acre simulated city center with a four-lane highway, which allows researchers to test how automated and networked vehicles respond to rare but dangerous traffic events and road conditions. Expenses for the trip totaled $623.20.

Randall Carlton attended the Government Finance Officers Association (GFOA) meeting in Washington DC December 9-14, 2014. Randall is on Board Committee that is responsible for administering the best practices for investing public funds, including white papers, recommended practices, and legislative alerts, and other advisories for the GFOA membership. Expenses for the trip totaled $1,399.80.

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TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 110
Pleasant Hill, CA 94523
(925) 969-0841

February 17, 2015

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting – February 12, 2015

Dear Mr. Iwasaki:

At its meeting on February 12, 2015, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. As an urgency item, amended the "Proposal for Adoption" Central County Action Plan, as requested by the City of Martinez, to enhance efforts to bring ferry service to Martinez and Central Contra Costa County, to be forwarded to the CCTA Board.

2. As part of the process to approve a Joint Powers Authority (JPA) for TRANSPAC, approved TRANSPAC Bylaws; adopted Resolution No. 2015-1 adopting a TRANSPAC Conflict of Interest Code; and authorized staff and legal counsel to pursue a Retirement Benefit Package for TRANSPAC Employees.

3. Approved the one-time use of $43,000 from Measure J Line 20a funds for the Senior Mini Bus Program in the City of Walnut Creek.

4. Approved a letter to the Chair of the CCTA Board to forward comments from the TRANSPAC TAC regarding the Preliminary Scope of Work for the I-680 High Capacity Transit Study.

TRANSPAC hopes that this information is useful to you.

Sincerely,

Mark Ross

TRANSPAC Chair
cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Candace Andersen, Chair – SWAT
Sal Evola, Chair – TRANSPLAN
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
John Nemeth – WCCTAC
Janet Abelson – WCCTAC
Jamar I. Stamps – TRANSPLAN
Andy Dillard – SWAT
Danice Rosenbohm, CCTA
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill

SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

February 9, 2015

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: SWAT Meeting Summary Report for February 2015

Dear Mr. Iwasaki:

At the **February 2nd, 2015** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

Appointed the South County SWAT Representative to the CCTA: The Committee took action to appoint the San Ramon SWAT representative, Dave Hudson, as the South County SWAT representative to the CCTA, and the Danville SWAT representative, Karen Stepper, as the alternate South County SWAT representative to the CCTA for the remainder of the current two-year term, through January 31, 2016.

Approved the "Proposal for Adoption" Lamorinda Action Plan: The Committee approved the "Proposal for Adoption" Lamorinda Action Plan and forwarded it to the Authority for incorporation into the Countywide Transportation Plan (CTP) Update.

Approve the "Proposal for Adoption" Tri-Valley Transportation Plan and Action Plan for Routes of Regional Significance Update: The Committee reviewed the "Proposal for Adoption" Tri-Valley Transportation Plan and Action Plan and recommended one text edit in Section 5.3, paragraph 2, second sentence, to change the word "will" to "would". With the text edit incorporated, the Committee approved the "Proposal for Adoption" Tri-Valley Action Plan and forwarded it to the Authority for incorporation into the Countywide Transportation Plan (CTP) Update.

Update on I-680 High Capacity Transit Study: The Committee reviewed a draft scope of work for the Study (proposed retitled "I-680 Transit Investment/Congestion Relief Options Study") and took action to approve a recommendation to CCTA to appoint current SWAT Committee members from San Ramon, Danville and Contra Costa County to serve on the Policy Advisory Committee (PAC) for the Study.

Received a Presentation on the SWAT 511 Contra Costa TDM Annual Report for 2014.

The next SWAT meeting is scheduled for Monday, March 2nd, 2015, at Supervisor Andersen's Lamorinda Office, 3338 Mt. Diablo Boulevard, Lafayette. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,

Andy Dillard
Town of Danville/SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; John Nemeth, WCCTAC; Anita Tucci-Smith, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA